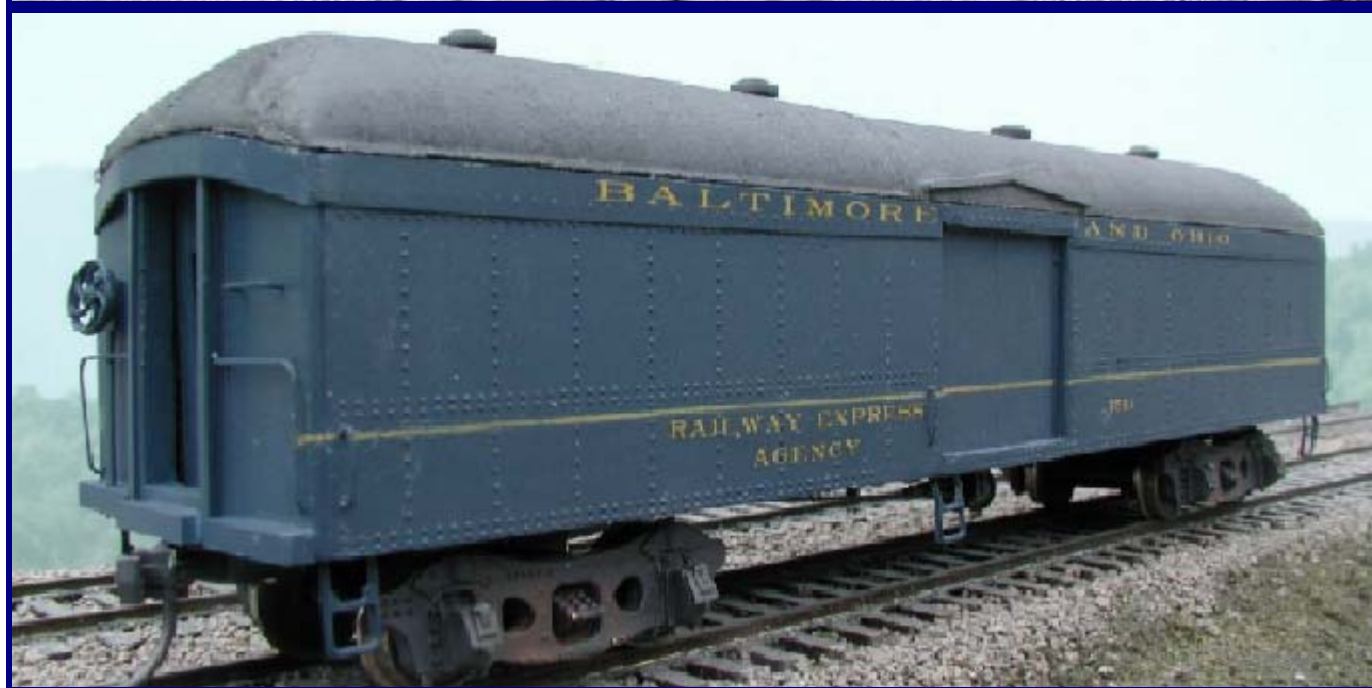


THE B&O MODELER



Volume 1, Number 2

SEPTEMBER/OCTOBER 2005



Modeling the O-27b/ba (and O-41) in HO Scale Kitbashing a C-15 Express Car from an MDC Baggage Car

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Cover Photos – Top, O-27ba Gondola – Greg LaRocca photo. Bottom, C-15 Express Car – Sam Romerstein photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available. Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

B&ORRHS
ATTN: Membership
P.O. Box 24068
Baltimore, MD 21227-0568

FROM THE EDITOR

October is the month for the Society's Annual Convention. For more years than I can remember I have waited for *The Sentinel's* post-convention issue to see photographs of models entered in the Modeling Contest. Having never been to a convention I wanted to see what other B&O modelers were up to and thought this was about the only chance. This year, the convention is very close to my home in North Carolina, so I finally get a chance to see what others are up to in their modeling. Not to mention I get to

hear John King present about his layout planning that landed him the cover of Kalmbach's *Model Railroad Planning* and Bruce Elliott present about his legendary passenger car modeling exploits. I look forward to letting you know about how much fun I had at the convention and what types of models I find.

To one extent or the other we are all looking for accurate B&O models. This seems to be something

we all want (the desired degree of accuracy may be up for debate), but how do we get them? I guess the quick answer is that we buy them. But what if they are not available or the ones being offered by the manufacturers are too inaccurate? I guess another quick answer is that we scratch build them. That takes a lot of research and work, but the rewards can be worth it. The problem is that often we have spent two years searching for great information and are left with only one new model for our layout or our shelf. How can we multiply our effectiveness? I propose that we share information, thus this free, online magazine. If we don't share, we only make really nice and accurate models that we enjoy by ourselves or with a few friends. This summer the untimely death of my brother brought this fact home to me really hard. All of his great football knowledge will be lost, as he never published an article or shared with the greater community his knowledge of the game. His friends will carry on his knowledge, but so many more could have benefited from his long hours of study and research. (Believe me, top football coaches research and study, its not coincidence that they call the right defense nine out of ten times.) Next time you start a project, try to document your sources, photograph your efforts and share them with the rest of us. After all of your research, it is likely that you know as much about that

specific prototype as anyone living. Don't sell yourself short.

Another way to contribute is to help the B&ORRHS Modeling Committee help manufacturers develop the accurate models you desire. Bill Barringer has accepted the Chairman position and is rounding up a committee. The Editor of the Modeler and the Archivist will be ex-officio members. Bill's role will aid the Society and manufacturers by providing a single point of contact. He will solicit help on individual projects from members of the Society (everyone is welcome, as we all have unique knowledge of the B&O and its practices) and help get better and maybe more new models on the shelves of your local hobby shop.

In only a few months many have stepped forward to help this magazine in many ways and I am sure this is not a unique phenomenon. Jump in, volunteer to work on your favorite project and I am sure you will be rewarded, just as I have been. Many thanks to all who have helped me so far, and thanks in advance to those who are working to pitch-in in the near future. This modeling magazine is off to a much better start than many would have predicted just two months ago and by sharing and working together it will only get better.

B&ORRHS ANNUAL CONVENTION

The Officers and Directors of the Society cordially invite you to visit Staunton VA and other nearby attractions from **October 13 – 16, 2005**. Note that this is a week later than our usual Columbus Day convention weekend. A full schedule of events has been planned to acquaint you with the B&O operations, facilities and history in this area, including a tour of the B&O RR Shenandoah Valley Line, the Virginia Museum of Transportation, the O. Winston Link Museum, and a train ride on Sunday along an original B&O right-of-way. More information about visiting Staunton is available at www.staunton.va.us.

Registration Deadline is September 14, 2005. Only B&O RR Historical Society members in good standing, their family, members of the Historic Staunton Foundation, and approved exhibitors may attend the convention. Non-members may send in their registration form and request an application for membership at the same time (membership

application forms will be available at the convention). For forms, further information, and availability after the deadline contact the Society at info@borhs.org.

Opportunities for Modelers

Presentations include:

Bruce Elliott - Modeling B&O Passenger Cars, James Mischke - B&O Doodlebug Operations, and John King - The B&O Operations in Winchester VA, and Doing Research to Build a Representative Layout.

A complete track chart of the Valley from Harpers Ferry to Lexington that could be the basis for building a decent model branch line will be included in the packet, and there will be a chance to see and photograph old B&O stations and one massive stone arch bridge, all suitable for modeling projects. There will be a copy of the company's plan for a Class B combination station in the convention handbook, and a visit to one still standing at Ft. Defiance.

Convention Model Contest

Every member attending the convention is encouraged to enter the B&O model competition. The contest will be judged by popular vote of registered members. Special ballot forms will be provided in the registration packet, or are available upon request from the Contest Chairman.

Competition rules are as follows:

1. All entrants must be members of the Society and attending the convention.
2. Models must demonstrate some aspect of the owner's modeling abilities; e.g., custom paint, scratch build, kitbashed, craftsman type models, custom interiors, etc.
3. All model entries must be registered at the Society's model/photo registration table by Saturday breakfast.
4. Eight categories may be entered. You may enter any or all, as many times as you wish. The eight categories include:
 - Steam Locomotives
 - Diesel, Electric and Other Locomotives
 - Passenger Equipment, RDCs and Gas-Electrics
 - Freight Equipment (all classes)
 - Non-Revenue, Maintenance-of-way, Instruction Car, etc.
 - Cabooses
 - Structures
 - Rail Marine Equipment
5. Each model must represent a prototype of the B&O or a subsidiary or a predecessor line.
6. All models remain the property of the modeler and must be removed after the Saturday banquet dinner.
7. The Contest Chairman reserves the right to modify categories based on the number of models entered.
8. If enough models are entered, the Contest Chairman may elect to give awards for more than first place in each category. Award certificates will be distributed during the banquet on Saturday evening.
9. *The Sentinel* is offering a special prize for this year's special structure category (B&O Privy; see 1st quarter 2005 *Sentinel* for details).
10. Winning models will be pictured in *The Sentinel*.

Convention Side Trip

Cass Scenic Railroad will be running fall foliage trains before and after our convention. The best time to ride the train will be before the convention. By the time the convention is over, most of the leaves will have fallen. There are three Shay's running and one Heisler. Shay # 5 turned 100 yrs. old this year, and is the oldest continuously operating standard gauge steam locomotive in the country. Last winter the Cass rebuilt its water tank, built in 1936 by the C&O. It was rebuilt to exacting C&O standards out of solid redwood. It has a 24' base, with 18' stays, and a total water capacity of 50,000 gal. The only known restored B&O K-1 four wheel caboose is located at Whitaker. Cass also has two B&O Alco S-4's on the property. One, in B&O livery and the other in South Branch Valley colors. Neither has run in probably 15 years.

The other showcase at Cass, is Bruce Elliott's "past time for pay". It is an HO scale model of the town and sawmill at Cass, set in 1935 - 1940, the height of operations of the West Virginia Pulp & Paper Co. Bruce is restoring this layout that was originally built in 1985 - 1986. Bruce started restoring the layout in 2003, after the original owner lost his lease on the building it was in, and sold it to the state of W. Va. (who owns the park). This "showcase" is scheduled to be photographed by Model Railroader, in Sept. or Oct. to go into Great Model Railroads 2007.

In addition to the above, Bruce is building his latest layout, which of course is B&O. It is located on the second floor of the Company Store in Cass and will eventually cover 1,300 square feet. Half of that space is already filled with bench-work and track. His freight yards are 10 tracks deep, with a total capacity of 271-40' cars. The coach yards are also 10 tracks deep, with a total capacity of 41-80' cars. There is a 17 stall roundhouse for locomotives that is fed by a 115' turntable. The diesel shop is three tracks wide with a capacity for 11 diesels. The steam facilities are four tracks deep, with a capacity for 15 locomotives. Once out of the yards, Laughlin Jct. is on the layout, as is Sykesville and Point of Rocks. Bruce also has a unique way to turn entire trains around, regardless of the size of the locomotive or length of train.

DID YOU SEE IT?

ROSS POLLOCK

Information pertaining to the B&O recently appearing in the press.

Modeling Magazines

Model Railroader Magazine – by Ross Pollock

September 2005 page 62 – “Passenger Operations” by Frank E. Shaffer – Good general article about passenger train operations in the post-War/pre-Amtrak era which includes an excellent side bar on the B&O Smithfield Street Station in Pittsburgh plus an aerial photo of Washington Union Station.

Modeling Railroads of the 1950s – by Ross Pollock

(undated Kalmbach special edition) A good general overview of U.S. Railroads in the 1950s which includes on page 26 a photo of a B&O steam-powered local passenger train; on page 45 a photo of a B&O (ex-B&S) steam-powered local freight leaving the junction with the Erie at Addison, N.Y.; on page 71 a full page color photo of a B&O steam-powered Mikado on the head of a fast freight in semaphore signal territory; and on page 79 a color photo of Bill Darnaby’s model Maumee RR crossing the B&O illustrating interlocking signaling.

N Scale – by John Musgrove

August/September Page 8 Reports Athearn new release of Overton Passenger cars painted in B&O colors 4 cars as follows Car#425, #1397, Cumberland and Point of Rocks.

Page 10 Athearn new release of an early style 2-8-0 loco in B&O painted #910

There was no stock numbers for any of the items.

48/ft. O Scale News (OSN)

Issue No. 177 (June 2005) *Best of Everything . . . (Pg. 16 – 19)*

Jim Botsko’s review of an O scale B&O S-1a (2-10-2) released by Sunset Models,

The reviewer provides prototype information apparently drawn from the Sagle’s B&O Power book to introduce the modeler to this B&O locomotive. A table comparing the dimensions of the model to the prototype is provided.

Most of the review focuses on the physical appearance of the model locomotive, its performance, and the details of the motor and gearing. The reviewer concludes, “This is a very good model for the price in today’s market. It looks like a B&O S-1a is supposed to look, it comes ready to go, and it runs well.”

2004 O Scale National Convention, Part 2 . . . From the Contest Room (p. 48)

Photos by Greg Heier

- Second Place Steam Locomotive – Joe Ferraioli’s B&O Class W-1 (4-8-4) with scratch-built frame, superstructure, and tender
- Second Place Caboose – Nick Powell’s B&O Class I-5 Caboose, number C1937, created from a Quality Craft wood kit
- Second Place Diesel Locomotive – Joe Ferraioli’s B&O Class DS-3E, number 215, an EMD SW1, kit bashed from an All Nation metal kit

O Scale Trains (OST) Issue No. 20 (May/June 2005) (Pg. 24 – 26)

Painting and Lettering a B&O Baggage Car by Ed Bommer,

In this article, the author discusses the steps and techniques that he used to paint and letter B&O baggage car, number 627. Mr. Bommer explains not only what he did, but also why he did it, which is helpful to novices. Of note, he worked with sub-assemblies, such as the underbody, sides, roof, and doors, which made lettering much easier. This car was displayed at the B&O Railroad Historical Society Convention in St. Louis MO in October 2004.

Prototype Magazines

Classic Trains – by Ross Pollock

Page 33 “Electric Freight” – Photo of B&O Baltimore Beltline juice jacks in a general article about electric railroading in this country.

Page 44 “One Day at Bound Brook NJ” by George Hamlin – Photo article of action on a Sunday morning in 1973 with color photos of both B&O blue and Chessie engines, as well as CNJ equipment.

Page 48 “A Wartime Day at Bound Brook” by J. David Ingles – notes by Bob Malinoski on a 1942 trip to Bound Brook. Unfortunately, he did not record most of the B&O trains that he saw because they “went by too fast!”

Page 88 “On the B&O, ‘first class’ meant just that” by Ralph Bailey – Account of experiences of B&O round house foreman in early 1960s.

Railroad History (Journal of the Railway and Locomotive Historical Society) – by John Teichmoeller

Issue No. 192 (Spring-Summer 2005) (www.rlhs.org).

Pages 30-51 “Baltimore’s Belt,” by J. Lawrence Lee - describes the Howard St. tunnel and extended trackage that got the B&O around the Harbor and on its way to Philadelphia. If you want even more, get a copy of the July/August 1990 *Sentinel* with Paul Manion’s article “The Howard Street Tunnel,” which includes B&O drawings of the tunnel and underground passenger station.

Pages 52-55 “Orphans on the Waterfront,” by Herbert H. Harwood, Jr. - describes the B&O’s Fells Pt. Branch. Similar to the material covered previously in detail in *The Sentinel* (Sept./Oct. and Nov./Dec. 1991), and, as with the Baltimore Belt article, there were no photos in this article that haven’t been run before.

NOTE: We still need reviewers for Mainline Modeler and Rail Model Journal. If you can help contact Ross Pollock at info@borhs.org



Another shot of Andy Holzopf's M&K engine house, on the David Parks and Sam Romerstein module destined for David's layout. Photograph by Sam Romerstein.

NEWS FROM THE COMPANY STORE

BY GEORGE STANT

Greetings from the Company Store. When you are trying to model a specific piece of B&O equipment, it is sure nice to have a photograph of it. In the Company Store, we try and stock as many of the published books on B&O as can be accommodated within our budget. While we are told from time to time that there are errors in the books, the location is not correct, or the date may be off somewhat, the book still has a photograph. And that photograph shows a B&O engine, be it steam or diesel, or a boxcar, or a caboose, or most anything that is B&O. There it is. And furthermore, it may be in living color.

So, when you are embarking on an effort to make your equipment capture that B&O look, please

consider the wealth of knowledge that we have in our inventory. Here are a few for you to consider: "B&O Color Guide to Freight & Passenger Equipment," member price \$39.99 (stock # 10002); "B&O Steam Final, Volume Two," member price \$19.20 (stock # 10030); "Trackside Along the B&O 1957-1958," member price \$43.96 (stock # 10021).

Our internet site, www.borhs.org, has most of the books that we sell, along with a cover photograph. We also announce sales, and provide a full listing of all inventory items as well as member discounts, on our B&O Yahoo group site. Please do not fail to take advantage of the many B&O unique items that we have in stock to make your next modeling project more B&O prototypical.

NEW PRODUCTS

EDITOR NEEDED

B&O Station Sign Font – B&ORRHs

The B&O Historical Society has released a free product that will allow reproduction of Station Signs in our preferred scale. Through the efforts of our Archives' regular volunteers, the Society has released a True Type font that allows us all to create accurate station signs. This unique font was recreated from B&O drawings in the Archives. It is available through the B&O Yahoo Group at http://finance.groups.yahoo.com/group/Baltimore_and_Ohio/files/

Frenchman River Model Works HO Scale 169' 2 Track Covered Station Carfloat

This new kit appears to be an exact replica of B&O Nos. 199 and 200, launched August 19, 1952 and built for service in Philadelphia and later Baltimore. Plans were in *Transfer* No. 14, and the launching photo album ran in *Transfer* No. 38 (www.trainweb.org/rmig). This kit is available for immediate shipment from Frenchman River Model Works (www.frenchmanriver.com), HC1 Box 185A, Stratton, NE 69043, 308-276-2174. They sell direct only, not through hobby shops. The cost is \$125.00 plus shipping and handling which is based on the total order amount, (\$15.50 on \$125.00). The model is a scale 169' long, 39' wide, simulating a welded steel hull and will accommodate 6, 40' rail cars (3 per side).



Frenchman River Model Works Photo

The kit is advertised as consisting of highly detailed resin castings featuring scale weld lines, scuttle hatches, cleat bases and toggle pockets already cast in place. One of the unique details of this kit is the Micro Engineering Company's code 100 nickel silver rail cast into place on the deck. Also included is an easily assembled, highly detailed platform that may be built with or without the included roof and Britannia metal castings including cleats, bridge

hooks, and tire bumpers along with rope and chain. John Teichmoeller has received what he was told was kit No.1 from Frenchman River and is in the process of assembling it. A full review--including some "tweaking suggestions," will be in the next B&O Modeler. John will also bring the finished model to the Staunton convention. Maybe someone else will build up the American Model Builders covered barge and letter it for B&O (it is either close or right on for some the B&O used) and we'll have a "rail-marine" entry in the model contest for the first time. In addition, Don Spiro will be doing a review for Railroad Model Craftsman."

John Teichmoeller

Walthers Heavyweight 8-1-2, Class S-4

This is the second B&O car in the Walthers heavyweight series, and is built to Pullman plan 3979A. The B&O purchased 10 of them in 1948, after the Pullman breakup. Two of them were modernized in 1938 for the Capitol Ltd., the other 8 were of the same design as the Walthers car. The correct names for these cars are:

CENTABELLA (7300)
CENTONIA (7301)
LAUREL BAY (7302)
LAUREL CREEK (7304)
LAUREL CREST (7305)
LAUREL GLEN (7307)
LAUREL GROVE (7308)
LAUREL HILL (7309)

In April and May of 1956, these cars were withdrawn from Pullman lease. The word Pullman at the ends of the letterboard, as well as their name, was removed. Car numbers replaced their names and are shown to the right of the names in parentheses. By 1959, these cars were out of service. Starting in August 1960, and completed by June of 1961, these cars were sold for scrap

The model is equipped with Pullman a/c duct work and working diaphragms. Undercarriage detail is also 90+ percent complete. There is a complete interior that is painted to match the prototype. The car has scale knuckle sprung body mounted couplers that have an extra wide swing to allow the cars to negotiate tighter radius curves than would be possible with conventional body mounted designs. Cut levers

and grab irons on the end of the cars need to be installed and painted. The truck frames are metal as are the wheel sets. The car is already set up for interior lighting, ether DC or DCC, and should take about 5 min. to install. Other details that could easily be added include; window curtains installed in the windows of the sections, drawing room and compartments and brass handrails in the hall along the windows, across from the drawing room and sections.

Bruce Elliott

Walthers Heavyweight 14 sec. "Tourist", Class S-15

This is the third sleeper in the new "heavyweight" series. The B&O acquired four of these cars From Pullman in 1948, in plan 3958A. Three of them were modernized, one in 1938 and two in 1940. There was only one of these cars that had the appearance of the Walthers car, it's name was "*Port Colborne*". In April of 1956, this car was withdrawn from Pullman lease. The Pullman name on the ends of the letterboards was removed, as was the car name, and the car was numbered 7481. The car's class didn't change, but the sleeping accommodations were removed and it was put into coach service. In June 1959 the car was taken out of service.

The model faithfully follows the prototype and has Pullman installed a/c duct work on the roof, and a/c compressor. The car has a complete, painted interior, working diaphragms and body mounted scale couplers with spring knuckles. These cars are not designed for tight radius track, though they do have a wide swing coupler arrangement. The undercarriage has 90+ percent of the details. The trucks are metal, as are the wheel sets. The cars in this series are designed for optional interior lighting that is set up for DC or DCC, and should install in about 5 min. Another feature of this series is the lack of names or

numbers on the car. This gives the owner latitude to decide how to finish the car. Again, cut levers and some grab irons are supplied for the modeler to install. As with the other Walther's Pullmans, window blinds for the section windows could be added and handrails could be cut from brass wire and installed in the hall windows.

Bruce Elliott

Mount Clare Shops Waterslide Decals

Pro Custom Hobbies (order at 800-880-4390) offers a line of HO and O Scale decals for a variety of models. Below is a list of what is currently available.

HO Scale

1001D - B&O M-15K box car decal set, (as furnished in M-15K box car kit) \$2.50

3002 - B&O caboose decal set, (enough for 2 cars) \$2.75

3004 - B&O Modern, Named Steam Locomotives, (enough for 2 locomotives) \$2.50

3006 - B&O Sunburst diesel set, (enough for 2 diesels) \$3.50

3007 - B&O lightweight S-1, S-1A, S-2, S-3, and S-3A sleeping car names, (all 27 names) \$2.50

3008 - B&O lightweight passenger car letterboards and stripes, (enough for 3 cars) \$2.50

3009 - B&O 1949 Columbian lightweight passenger car names, (all 16 cars) \$2.50

5001 - 1" dulux stripes 12 real inches long, 8 stripe, \$4.50

O Scale

3003 - B&O caboose decal set, (enough for 2 cars) \$6.00

Contact Greg or Ray at Pro Custom Hobbies, Inc, 6345F South Carroll Park Drive, Eldersburg, MD 21784, 410-549-9169 (www.procustomhobbies.com) with questions.

UPDATES AND ERRATA

In the July/August 2005 article entitled *N-34 Wagon Top Covered Hopper* the routing card holders on the left of each side were incorrectly referred to as defect card holders. In fact, the defect card holder was not modeled and would be located in the on the left side of the B end on the vertical end sheet and appears in prototype photos as a small tube.

MODELING THE O-27B/BA (AND O-41) IN HO SCALE

BY GREG LA ROCCA

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

In Barry Rubin's B&O gondola article in the Second Quarter 2002 issue of *The Sentinel*, two pictures of class O-27b gondolas were reproduced: O-27b #257822 on page 29, and O-27ba #256864 on page 30. These photos piqued my interest since I had built an O-27ba several years ago from a photo in a *Train Shed Cyclopedia*, using an Athearn gondola and spare parts from a Proto 2000 gondola. For B&O modelers, the Athearn car is a good starting point, since the O-27b's were 50 feet over the end sills and had 13 posts and 14 side panels, just like the Athearn

kit. However, the Athearn gon is not an exact duplicate of the O-27b or ba as the end posts are set in from the end making the end panels longer than the interior panels, the posts on the fish belly extend all the way to the bottom of the car, the fish belly taper is different, and the ends are fixed. Changing the panel spacing and post length, along with the fish belly taper, would be difficult to say the least, and I ignored these problems on my models. But, adding a drop end is an easy change, and that's what this article tells you how to do.

Table 1: Comparison of B&O gondolas to AAR Standard:

Class	Inside			Outside			# Panels	# Ribs
	Length	Width	Height	Length	Extreme W	Extreme H		
O-27	46'	9' 6"	3'	48' 7"	10' 4"	6' 9"	13	12
O-27b	50'	9' 6"	3'	52' 6"	10' 8"	6' 11"	14	13
O-27ba	50'	9' 6"	3'	52' 6"	10' 8"	6' 11"	14	13
O-41	50'	9' 6"	3' 2"	52' 7"	10' 8"	6' 10"	14	13
O-59	52' 6"	9' 6"	3' 6"	55' 7"	10' 9"	7' 4"	14	13
Athearn	48'	8' 7"	3' 7"	53' 9"	10' 3"	7' 9"	14	13
*AAR 52' 6"	52' 6"	9' 6"	3' 6"	55' 1"	10' 5"	7' 6"	15	14
Dimensional data from <i>The Official Railway Equipment Register, July, 1957.</i>								
*NKP 66000 to 66049 series used as example of type.								

As a bonus, models of class O-41 cars are possible using the same Athearn car. According to the January, 1981 issue of *Engine 5304, Run Extra* (page 7), the 1000 cars in this class were carbon copies of the O-27b. Checking the car diagram in *B&O Freight Car Diagram Book, Part 2* shows that there were only minor dimensional differences between the two car classes. Luckily, our intrepid Archivist, Nick

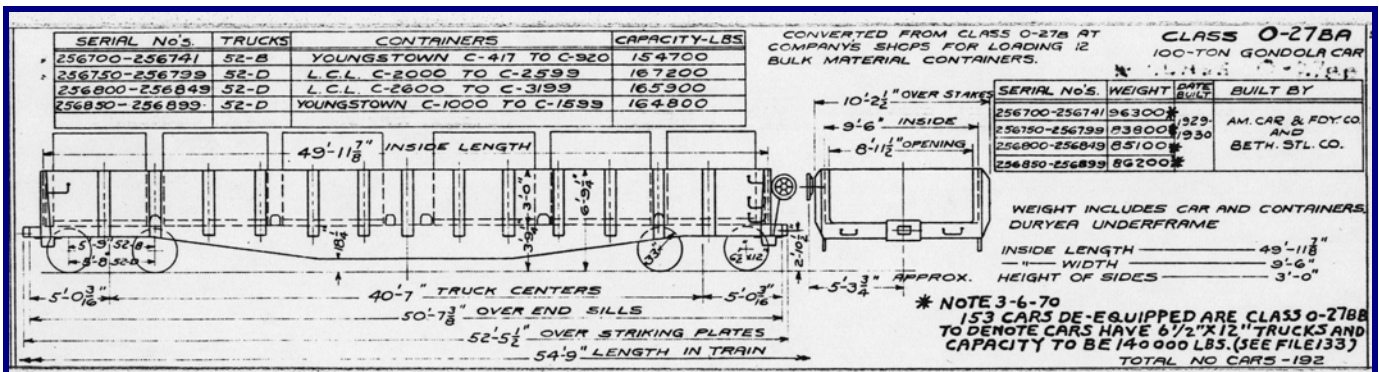
Fry, was able to dig out a photo of O-41 #350342, and this helped confirm that this class was a duplicate of the earlier O-27b/ba series. The under construction photos in this article are of two O-41 class cars I am building; because of additional information I've gleaned since building the O-27ba's, they feature enhanced details.

Table 2: Summary of Class O-27b, O-27ba, and O-41 cars in service by year.

Class	Series	Year(s) Blt	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939
O-27b	256600-256631	1929-1930									45	45	45
O-27b	256632-256644	1929-1930											
O-27b	256662-256695	1929-1930											
O-27b	256900-256940	1929-1930											
O-27b	257000-258799	1929-1930		774	1800	1800	1792	1792	1800	1800	1738	1713	1713
O-27ba	256700-256741	1929-1930									17	42	42
O-27ba	256750-256849	1929-1930											
O-27ba	256850-256899	1929-1930											
O-27ba	256980-256994	1929-1930											
O-41	350000-350999	1931-1935				180	108	108	550	1000	998	997	997
			1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
O-27b	256600-256631	1929-1930	45	45	45	45	45	32	32	32	32	31	31
O-27b	256632-256644	1929-1930						13	13	15	15	17	17
O-27b	256662-256695	1929-1930											
O-27b	256900-256940	1929-1930											
O-27b	257000-258799	1929-1930	1713	1663	1613	1613	1611	1611	1610	1557	1557	1555	1554
O-27ba	256700-256741	1929-1930	42	92	142	142	142	42	42	42	42	42	42
O-27ba	256750-256849	1929-1930						100	100	150	150	150	150
O-27ba	256850-256899	1929-1930											
O-27ba	256980-256994	1929-1930											
O-41	350000-350999	1931-1935	997	997	997	998	1000	1000	997	996	995	994	993
			1951	1952	1953	1954	1955	1956	1957	1958	1960		
O-27b	256600-256631	1929-1930	31	31	81	81	81	81	81	81	80		
O-27b	256632-256644	1929-1930	50	53	55	30	29	30	29	28	27		
O-27b	256662-256695	1929-1930				19	2						
O-27b	256900-256940	1929-1930				41	45	45	45	49	79		
O-27b	257000-258799	1929-1930	1521	1517	1460	1425	1436	1436	1433	1348	1302		
O-27ba	256700-256741	1929-1930	42	42	42	41	41	41	41	41	41		
O-27ba	256750-256849	1929-1930	150	149	149	149	149	149	148	146	92		
O-27ba	256850-256899	1929-1930									50		
O-27ba	256980-256994	1929-1930									15		
O-41	350000-350999	1931-1935	991	989	988	988	988	988	988	982	934		
Derived from: Freight Car Equipment 1928-1944 and 1945-1960: A Summary of B&O Summary of Equipment Books Issued During That Time.													
Compiled by Richard K. Daniels, B&ORRHS.													



B&ORRHS Collection



B&ORRHS Collection

What'd they carry?

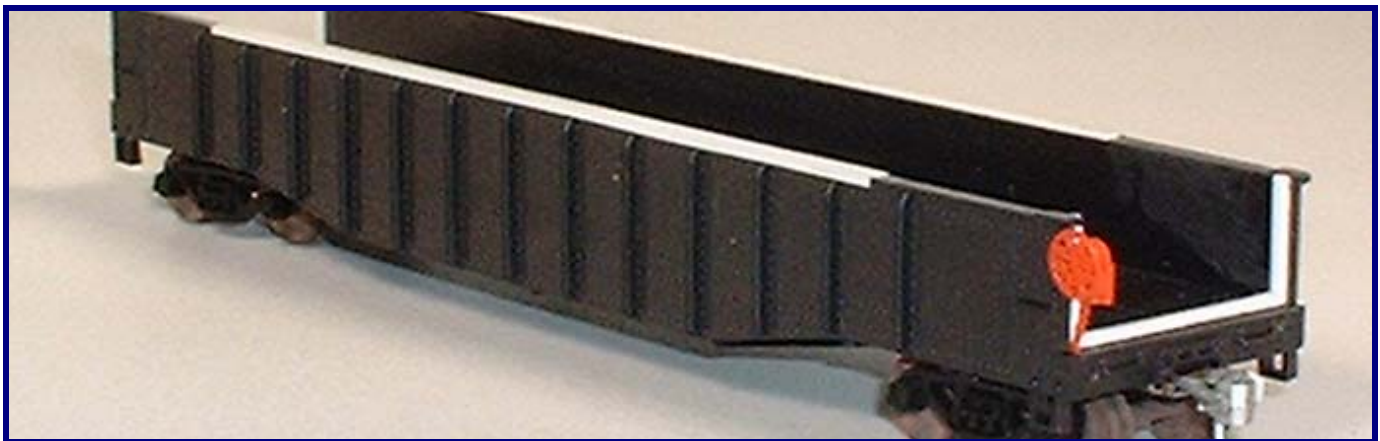
As I mentioned above, the first model I built followed the O-27ba illustrated in *Train Shed Cyclopedia No. 77* (page 436). This is a somewhat muddy photo, and doesn't show that the ribs end before the bottom of the fishbelly. What it does show, however, is that the car is loaded with Youngstown bulk material containers that are identical to the Walthers' LCL Bulk containers that I reviewed in the Second Quarter 2002 *Sentinel*. The containers appear to be numbered in the C-400 series. Interestingly enough, the O-27ba pictured in the same issue of *The Sentinel* is also loaded with these containers, but they are not numbered. Notice though, that the *Sentinel* car is in a later paint scheme than the one in the *Train Shed*, and has had an angle

iron added to the top chord of the sides, which is not evident on the *Train Shed* photo, indicating that the *Sentinel* car is pictured some years after it was built. I had mentioned in my review that the 1969 Sales Manual indicated that the containers were considered to be part of the car; these containers were originally numbered (see Table 3), so perhaps they lost individual numbers over time. At any rate, the Walthers containers are correct for the B&O, and would be a suitable load in this model, but for one little problem--the Athearn car, being an older model, has far thicker sides than contemporary models and the interior is too narrow to fit the containers side by side. (They will fit if you load them unprototypically cross-wise in the car.) I think that they can be made to fit by filing the inside faces slightly, but I haven't

tried this yet. If I do, I'll also glue the containers together into a solid load. For now, my O-27ba's have been reduced to hauling scrap metal. Back to the container numbering for a moment--the Walthers containers are numbered in the C-100 series, which is not correct (the 1000 series would be); the dimensional data does appear to be correct for the

most part with only the LT WT being slightly higher (2500 vs. what appears to be 2180). A final note is that O-27b cars were originally built for general service, with some rebuilt to carry nine containers, and others rebuilt as subclass ba to carry 12 containers; O-41 cars were built for general service, and stayed that way throughout their service life.

Table 3: Built by and Primary Use				
Class	Series	Built date	Built by	Service
O-27b	257000-257999	1929	AC&F Co.	general
O-27b	258000-258799	1930	Beth. Steel Co.	general
O-27b	256000-256631	1936*	B&ORR Co., Glen§	9 bulk material containers
O-27b	256632-256644	1936*	B&ORR Co., Glen§	9 bulk material containers
O-27b	256645-256646	1946*	B&ORR Co., DuBois§	9 bulk material containers
O-27b	256647-256648	1948*	B&ORR Co., DuBois§	9 bulk material containers
O-27b	256649	1929-1930	AC&F Co. & Beth Stl. Co.	9 bulk material containers
O-27b	256650-256661	1929-1930	AC&F Co. & Beth Stl. Co.	9 bulk material containers
O-27b	256662-256681	1921-1930	AC&F Co. & Beth Stl. Co.	9 bulk material containers
O-27ba	256700-256741	1929-1930	AC&F Co. & Beth Stl. Co.	12 Youngstown C-417 to C-920
O-27ba	256750-256799	1929-1930	AC&F Co. & Beth Stl. Co.	12 L.C.L. C-2000 to C2599
O-27ba	256800-256849	1929-1930	AC&F Co. & Beth Stl. Co.	12 L.C.L. C-2600 to C3199
O-27ba	256850-256899	1929-1930	AC&F Co. & Beth Stl. Co.	12 Youngstown C-1000 to C-1599
O-41	350000-350999	1931	Company Shops	general
	*Date Converted?		§Place Converted?	
Compiled from: <i>Freight Car Diagram Book, Part 2: Hoppers, Gondolas, Flats and Specialty Cars.</i>				
(Updated to 1964) Reprint by TLC Publishing, Inc., Lynchburg, VA, undated.				



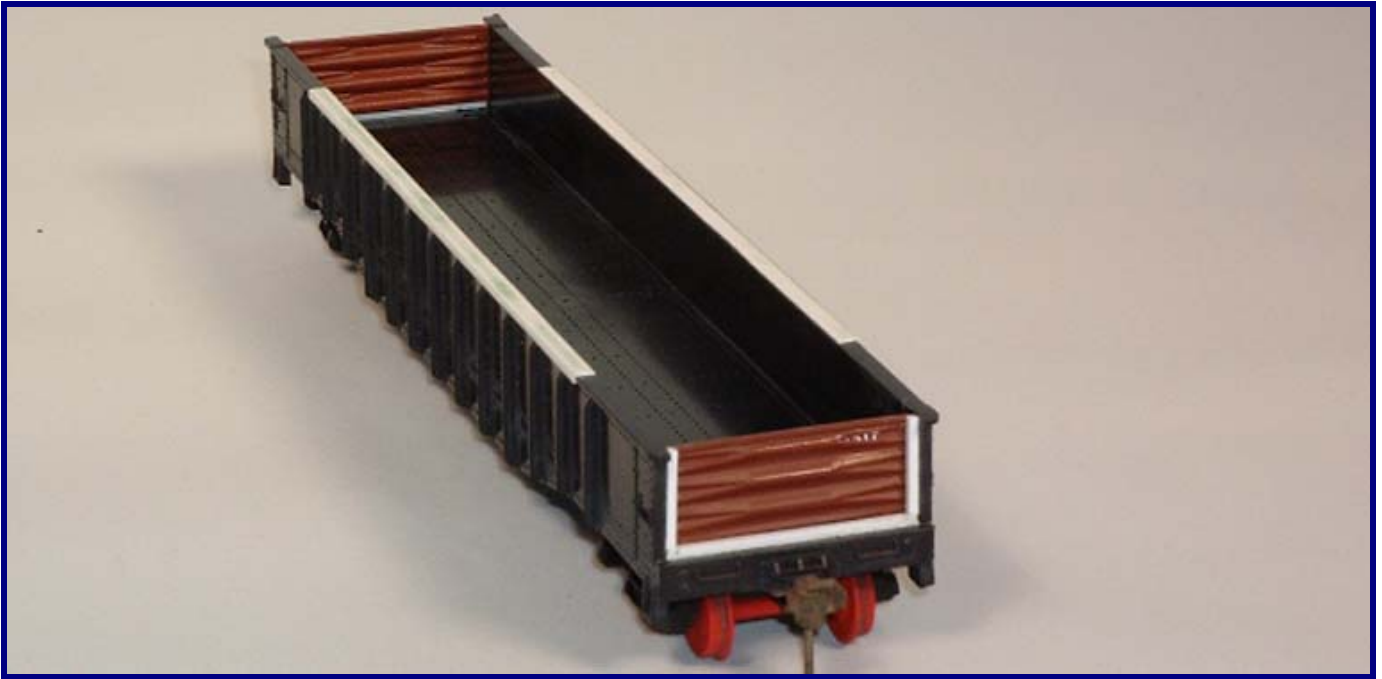
O-27ba #256701 and 256851.

I started my O-27ba models by removing the end from the Athearn body. I cut vertically with an X-Acto #13 saw blade even with the inside of the sides. I then scored a line horizontally on the inside and outside of the end, even with the top of the floor, and carefully snapped out the end. After smoothing the cut with a fine file, I built up a frame consisting of

Evergreen 4 x 4, placed even with the outside edge of the ends. Finally, I glued an extra X-pattern gondola door from a Life-Like Proto-2000 52'6" mill gondola kit to the inside of the frame. The door had to be narrowed slightly to fit; my Lambert rail nippers made short work of this. Yes, these doors do have three "X's" as opposed to the prototype, which had only two but they offer a readily accessible

compromise. When the door is positioned with its top even with the top chord of the car sides, its

bottom is actually just touching the lower member of the frame.

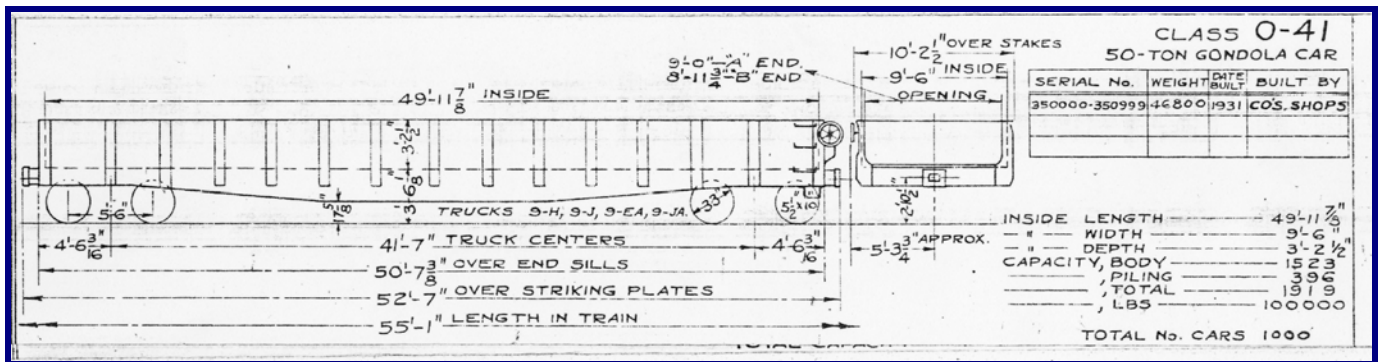


This will not be noticeable once the car is painted. On these cars, the finishing touch was to use the brake housing and wheel from the Proto-2000 kit. All of the Athearn gondolas I've bought in the past few years have had roller bearing trucks, which I replaced with Bettendorf's I had in the spare parts

drawer. I know many modelers go to great lengths to duplicate the exact type of truck under the car they are modeling, but I feel a generic Bettendorf truck is a good option, so whatever I have handy is usually good enough.



B&ORRHS Collection

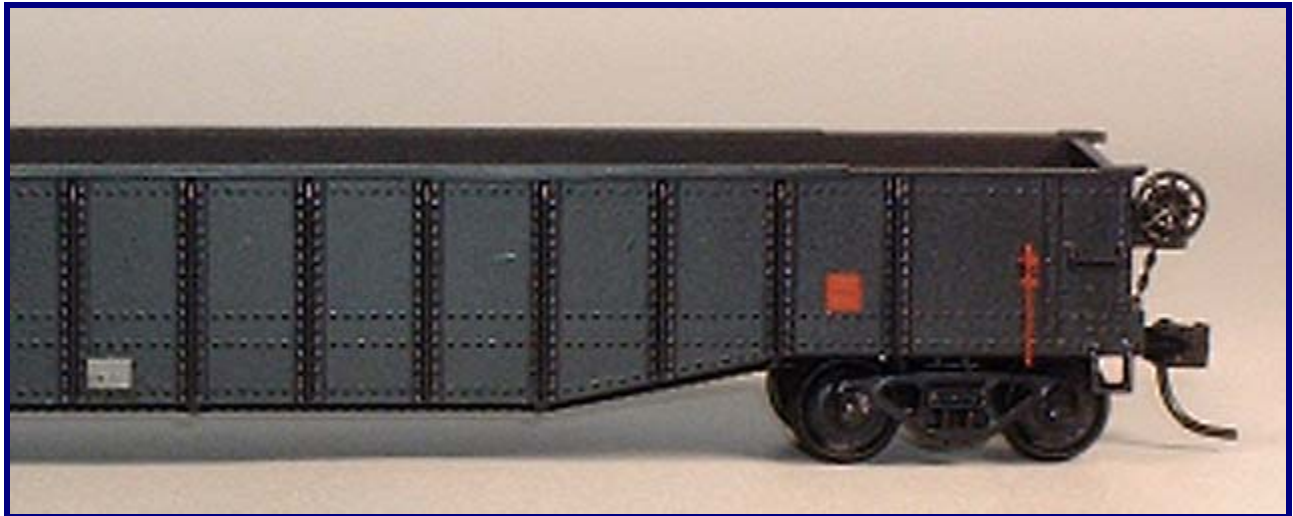


B&ORRHS Collection

O-41 Gondolas (under construction).

As mentioned, I did additional detailing on the O-41's that I have under construction. These same details should be added to any O-27b/ba's you build. To start, I added the angle iron along the top chord using Evergreen scale 1 x 8 and 1 x 4, cut 34 scale feet long, and centered along the top. The angle iron is not shown in the O-41 prototype photo, but these were frequently added to strengthen the top of the sides after the cars had been in service for several years. Ironically, the *Sentinel* article photos show this detail, but of course, at the time I built my

models, I didn't realize it should be there. Additional details I added are the slack adjuster (made from a Tichy part per Bruce Griffin's article in the July, 2005 B&O Modeler on N-34 covered hoppers), and a routing card holder and retainer line from parts found in my scrap box. These appear to be from Red Caboose 4-3-1 boxcar kits so I've listed those part numbers. The O-41 photo from Archivist Nick Fry and *The B&O Modeler* came after I had painted the gondolas, and guilted me into adding these details, by the way.



I'll touch up these parts by brush painting with the Polly-Scale black (see below) before decaling. Finally, you might notice that the prototype is riding on Andrews trucks; these were outlawed sometime in the late '40's or early '50's (I seem to recall that the

original date for replacement was in the late forties, and ended up being moved back several times), but it seems likely that by the 1950's, these cars would have ridden on Bettendorfs. So, it was back to the parts drawer for more look-a-like trucks.



Painting and Weathering.

Since the O-41's are still under construction at the time of this writing, I'll focus on the O-27ba's, which were painted Polly-Scale Steam Power Black, and lettered with Champion Decal Set #HG-120. The cars were sealed with Testor's Dullcote; for #256851, I weathered with chalks, fixing each layer of chalk in place using a light spray of lacquer thinner, rather than flat finishing after applying the chalk. "Why?" you ask. Well, when you fix chalk in place with flat finish, the intensity of the chalk lightens considerably. Although many modelers believe this is because the force of air spraying the paint blows the chalk off the model, it is actually due to the chalk being embedded in a layer of paint, changing the surface reflectivity of the chalk. If you apply the chalk to the already flat-finished surface, and then spray it with thinner, the thinner "melts" the paint enough to cause the chalk to adhere, without being completely coated in a layer of paint. The chalk

retains more of its color intensity, and the car looks more weathered. As a further plus, you can add a layer of chalk, spray the thinner, and then add another layer, and repeat as many times as necessary to build up the degree of weathering you desire, without building up a thick layer of flat finish. I weathered #256701 with Polly-Scale earth and grime colors thinned in 70% Isopropyl Alcohol. I add 80 drops (about two standard eye-dropper's full) to one ounce of isopropanol, and spray this with a dual-action Paasche airbrush with a number one tip.

The Bottom Line

Although not an exact duplicate of the B&O's O-27b/ba and O-41 gondolas, the resulting models are nice, layout quality cars that capture the looks of the prototype. This is probably the best use for the Athearn car, a kit that every HO modeler probably has lying around.

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LaRocca, Greg. "Walthers' HO-Scale 46-Foot USRA Gondola." Ibid.

Griffin, Bruce D. "N-34 Wagon Top Covered Hopper." *The B&O Modeler*. July/August, 2005. The Baltimore and Ohio Railroad Historical Society, Baltimore, MD.

Bill of Materials:

Athearn 50 foot gondola kit

1 x 8"

1 x 4"

Extra parts from Proto-2000 52'6" Drop End Mill Gondola:

End Door (part 9)

Brake Housing (part 17)

Brake Wheel (part 7)

Roadnames from the 1st release of this kit that do not use Door #9 or the brake wheel and housing are NKP, PM, CR, Erie, and P&LE.

Tichy brake platform--part 31 on brake detail sprue 3013

Red Caboose AC&F 4-3-1 End, 10'6" box car:

Routing card holder (part 29a; mislabeled "small tack board")

Short retainer valve (part 15a)

Evergreen Styrene HO Scale dimensional strips:

Champion Decal Set #HG-120, Baltimore & Ohio Gondola

KITBASHING A C-15 EXPRESS CAR FROM AN MDC BAGGAGE CAR

BY SAM ROMERSTEIN

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

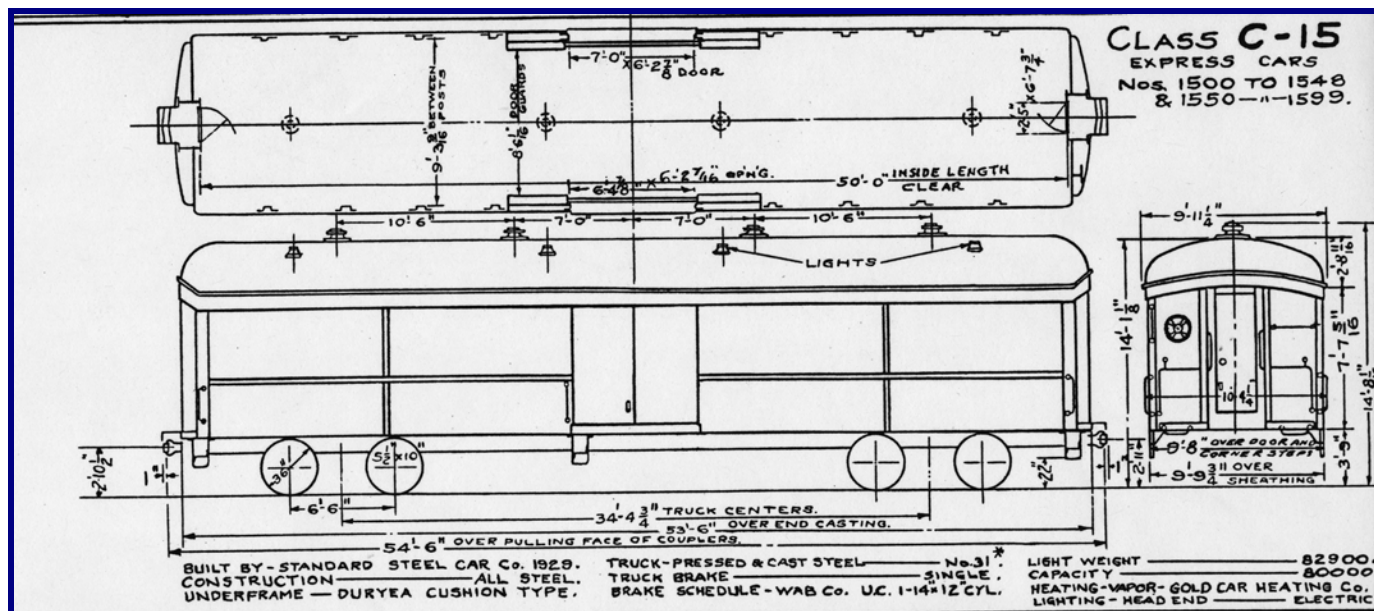
The B&O had 100 C-15 Express cars built by Standard Steel Car Co in 1929, in number series 1500-1548 and 1550-1599. *[We have been unable to find out what happened to #1549—Ed.]* Originally, the cars had four windows in the doors (two per panel). Over the years, these were reduced to two windows, then to no windows. Brass models of this car have been produced only in HO scale. Pro Custom Hobbies (PCH) imported unpainted models in the mid 1980's, and MTS Imports sold factory painted green or blue models in the late 1990's. Although I have two of the PCH C-15's, this car was very common in typical passenger car consists of the 1950's and mail trains might have several of these very distinguished cars, so I realized I needed more. For those of you who are modeling the Chessie or CSX eras of the B&O, these cars continued on in life as company service cars; for example, one sat in

Pittsburgh's Grant Street Station yard, at the piggy-back ramp, painted silver with black roof and underbody, and still on its trucks, at least through 1982.

During their passenger train service life these cars wore a variety of paint schemes. When new they wore dark coach, olive green paint with the car number above each truck and "Railway Express Agency" in the middle left of the car, as shown in the October 29, 1929 photo (newly constructed, with two windows on the doors blanked out) photo later in the article. By 1939, one number was eliminated and right side number was moved to 15 inches from the right side of the door. In 1947, the cars began to be repainted Bando blue with a 1" Dulux gold stripe approximately 52" above the bottom of the girder sheet with the "Railway Express Agency" below the stripe as seen in the photo below.



October 27, 1950 Mt Clare, B&O Photograph, B&O Museum Archives Collection



B&ORRHS Collection

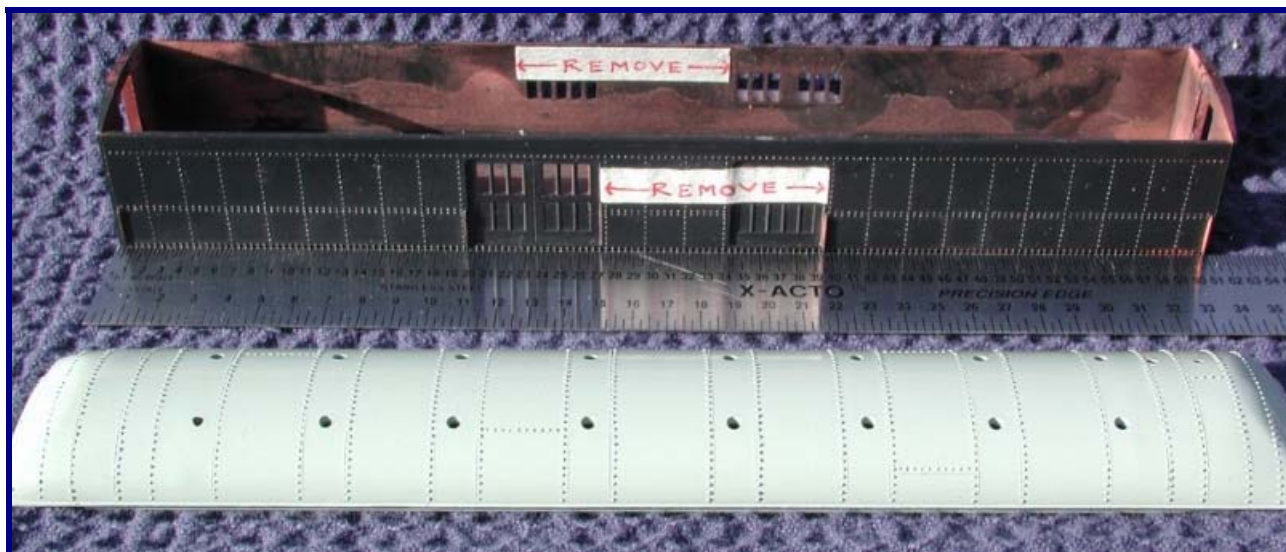
This project actually started back in 1996 when Greg LaRocca, Bob Kennedy and I were exchanging emails about kitbashing a C-15 from MDC baggage cars. Since I had not yet attempted a kitbash by slicing and splicing plastic bodies, I thought working with inexpensive MDC cars might be a good place to start. When Greg mentioned he had accurate trucks for this car, cast in brass by the late Bud Stringham, I decided to buy them and start the project.

In the eight years since, the project stopped and started so many times that I began referring to it in my emails to Greg and Bob as "C-15 on again, off again". The problem was that once I had done the initial cutting and fitting, I compared it to my brass model and decided it would not be close enough to the prototype for my tastes. Later I was able to buy another PCH car and after that there were rumors of an affordable commercial plastic or resin car, so again the project went on hold. Coincidentally, about

the same time I started this project I bought a new double action airbrush. I had a single action I was comfortable with though, and was intimidated by the thought of trying to learn a new tool for fear I would ruin a good model. Then a few months ago I noticed the model Doug Hunt built from an MDC car which he posted to the photo section of the Yahoo web site. He took a somewhat different approach, but it inspired me to resurrect my aborted model and break in my virgin airbrush. [See the next article by Doug on how he built his model—Ed.]

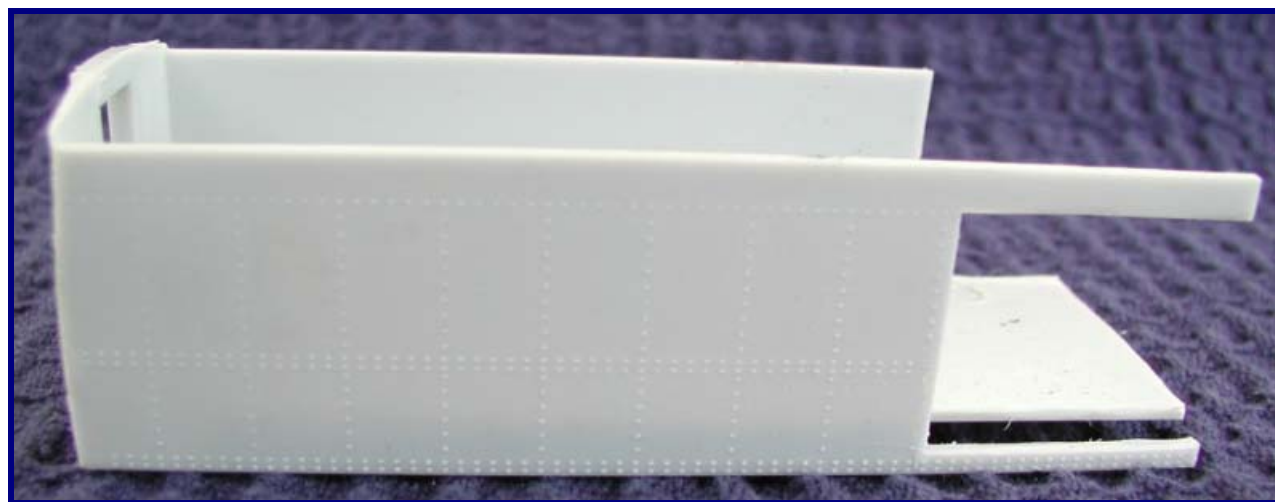
Construction

Here's what I did. The prototype car is 53'-6" long. In order to do the model using one MDC car and making only one splice, I had to compromise on a length of about 50 feet and I had to accept the door being about one foot off-center to the left. The photo below shows the original car with the section I removed.

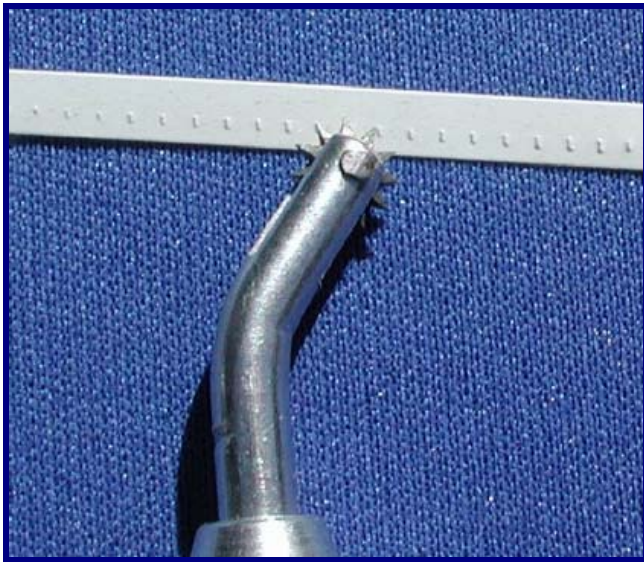


Note that the side adjacent to the smaller door is longer. I made my cuts offset as shown in order keep them along the edge of the door on each side. This results in nine riveted panels to the left of the door and ten to the right. The only way I could see to get the sides symmetrical was to cut in another panel from a donor body, but I didn't want to deal with the

resulting joints. The only ones I had were easily hidden along one side of the door and through the letter-board, which was later covered. The cuts were made with X-Acto knives and razor saws. The photo below shows half of a discarded test body after the cuts.



The letter boards, which wrap around the ends, are a distinguishing feature I wanted to capture. They were cut from .010 styrene. I used a can as a template to cut the curve. The rivets were made with a pounce wheel as shown below.



The resulting rivets are not really round, but from typical layout viewing distances they capture the correct appearance. The tapered ends were sanded square and the bulkhead and end sills were built up from strip styrene.

Once the body was assembled, the roof was cut to fit and spliced back together. Instead of trying to sand the existing rivets and patched ventilator holes smooth, I opted to try a tissue paper roof. The roof was painted with solvent and a sheet of facial tissue was laid over, and then trimmed after the solvent had set. This was a technique I had wanted to try but, based on these results, I probably won't do it again. As you can see I have not been able to get a good fit

between the roof and body. The roof vents were salvaged from a Bachmann coach.

Under the floor I built new bolsters from strip styrene, sanded to a taper and drilled and tapped #2-56. Brake components were from a Bethlehem Car Works UC brake set #12. I didn't have an under floor diagram, so I located the components based on side photos. As I mentioned the trucks were custom made, but now BCW sells them, #231 express car trucks. A photo is on their web site at: http://www.bethlehemcarworks.com/Products/Kit_Bits/index.html#Trucks. I used BCW #87 baggage steps and Detail Associates wire grabs.

Painting and lettering

By the time I finished this car, I had Bossler's B&O Color Guide to Freight and Passenger Equipment. Page 11 shows three color photos of C-15s. (Two of these photos can be found on the web at <http://www.trainweb.org/jssand/Foreign/BO/BO.htm>.) My PCH brass model, painted by Greg Smith, looked just like the freshly painted car on the top of the page. Since my kitbash was not an accurate copy, I thought a weathered finish to match the two cars illustrated on the bottom of the page, would further visually separate the cars. (Later, I decided that Greg's paint job looked a bit too fresh, so I repainted the roof grimy black and finished the whole model with Dullcote. It is shown below, as a comparison to my kitbashed model.)



After much experimentation, I selected PollyScale C&O Enchantment Blue, which to me looks like a weathered Bando Blue. The roof, trucks and underbody were painted PollyScale Grimy Black.

After a coat of clear gloss, I used Microscale #87-797 for the lettering and #87-798 for the stripes. I didn't like the fact that the stripes looked freshly painted since they were quite faded on the Bossler photos I

was following. I tried a few colored pencils and settled on a Caran D'Ache Supracolor #33 Golden Ochre, which seems to be a good match to the decal color. On my first attempt, the faded stripe looked just like the pictures in Bossler. However, everyone who saw my initial photos commented that the stripe did not look right with the non-faded lettering. I was planning to over spray the lettering to fade it out a bit, but instead made the stripe heavier for the photo you see here. On a spec sheet included with the PCH car, it says the stripe extended around both ends of the car to the diaphragm. The car Greg Smith painted for me was done this way, but the Bossler photo shows the stripe stopping at the end post as per typical passenger car practice, so that is what I did.

Conclusions

I find it interesting to compare my model with Doug Hunt's. He chose to scratch build the sides and leave the ends alone. I did the opposite, except for adding the letter-board. If you compare my model with prototype photos or the PCH brass model, you can see it is a compromise. The overall length, door location, roof shape and rivet pattern are a bit off. My

craftsmanship also leaves something to be desired, especially in the fit and finish of the roof. In spite of my initial frustration though, I really enjoyed the project and learned a lot. Since I didn't really have high hopes for the model from the beginning, I'm not too disappointed by its shortcomings. If I were to do another one, I'd like to get the door centered and achieve the correct length. Perhaps a combination of Doug Hunt's scratch built sides with my built-up ends would be the best solution.

I'd like to leave you with two thoughts. First, if you are considering a kitbash or started one and put it on the shelf, get it finished. You might wind up with a model you can use in a passenger car consist, and at the worst, you'll have something to practice your airbrushing on. Secondly, and maybe most important, is that I decided to continue with this project because of my increased interest in model railroad operations. My goals have shifted to modeling *trains* as opposed to individual models. Therefore, I am willing to accept a lower threshold of prototype fidelity for individual cars.



October 29, 1929, B&O Photograph, B&O RRHS Collection



August 1935 at Camden Station, Ken Henry Photograph #1173, B&ORRHS Collection

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Bossler, Craig T. *B&O Color Guide to Freight and Passenger Equipment*. 1996. Morning Sun Books, Inc. Edison, NJ.

C-15 Express Cars – Painting and Lettering, Compiled by W.C.F., April 3, 1986, Unpublished, BORRHS Archives Files.

The Baltimore & Ohio Railroad Co. Diagrams of Passenger Equipment. Updated to 1958. Reprint by TLC Publishing, Inc. Lynchburg, VA.

Bill of Materials

Model Die Casting (Roundhouse) 60' Harriman

Baggage Car

0.010" Styrene sheet

Various sizes of Styrene strip

Polly Scale

C&O Enchantment Blue

Grimy Black

Bethlehem Car Works

#12 UC Brake Set

#231 Express Car Trucks

#87 Baggage Steps

Testor's Dullcote

Micro Scale Decals

#87-797 B&O passenger car lettering

#87-798 stripes

Detail Associates various grab irons

Special thanks to Bruce Elliott and Ray Stern for critical reading, and providing prototype and brass model history, and Greg LaRocca for information on the car at Grant Street Station.

THE HO C-15 EXPRESS CAR, ANOTHER APPROACH

BY DOUG HUNT

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



My C-15 was built from an MDC Harriman car in 2002. The sides were scratch-built from several layers of styrene. The base layer has the door seam scribed into it. The second layer is the main car side. This had a rivet pattern pressed into it with the point

of a compass. Today, I would try a pounce wheel instead. The door opening was cut into this layer. The final layer has the fascia across the top. This layer also has the batten strip.



As I pressed the rivets, my scale-size batten strip curled. So, I made it wider, and it continued to curl. So I made another, wider still, and so on, until I arrived at the present size, which didn't curl. I suffered from a severe case of being stubborn. In retrospect, I should have used a closer-to-scale size piece of strip styrene (without any rivets) and been done with it. The Harriman roof was shortened such that the seam was adjacent to a row of rivets. The roof vent holes were drilled out to accept 1/8 in. styrene rod, filled, and filed smooth.



I was not aware of Bethlehem Car Works ends when I built the car, or I would certainly have tried to incorporate them into the model, instead of using the Harriman car ends, sawing them from the main car body. I reasoned that running in a train, the ends wouldn't be very obvious. The C-15 was assembled with reinforced butt joints, and the black floor casting shortened and installed. The car has Bethlehem Car Works UC brakes and their no. 231 trucks. Since the photos were taken, I have shimmed the car so it sits higher above the rail.

Currently, I have a C-15 underway using an advance set of Model Railroad Warehouse brass car sides. The brass car sides are much better than what I scratch-built. Merle Rice tried something new for this model: since double-etch passenger car sides

always suffer from a poorly contrived horizontal belt rail (about mid car top-to-bottom), this car side features a shallow etch and a separate piece for the belt rail. It looks very good, and stands up off the car body as it should, without any trace of being a separate piece sitting in a groove. The roof is again a modified MDC Harriman roof, with more correct Bethlehem Car Works ends.

I am looking forward to using these test piece C-15 brass car sides as they are far superior to my efforts here. I will reuse the roof, trucks, and brake components from this model on the new car. Finally, I made no attempt to model the Duryea underframe, and don't consider it a priority. *[Let's hope Doug shares the results with us soon—Ed.]*



March 23, 1955 at Mt Clare, B&O Photograph, B&ORRHS Collection

PLANNED FOR NEXT ISSUE

O Scale Class B-8aa Baggage Car

Branchline 8-1-2 Passenger Car

HO M-53 Wagon Top Boxcar

TOPICS IN NEED OF COLLABORATION FOR FUTURE ISSUES

(CONTACT THE EDITOR TO ASSIST WITH ARTICLES ON THESE TOPICS)

Modeling HO Leased New Jersey Central Hoppers

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